

MACAO  
MERS.  
D. MACAO STEAMBOAT  
CO. LTD.  
E.  
es.  
rison, R.N.R.  
Dixon.  
loyd.  
sus.  
and 6 p.m. except Saturday  
4.30 p.m. (Sunday excepted),  
rest and fastest on the River  
moderation.

"YEBISU"  
THE FAVOURITE BEER  
OF JAPAN.  
Per Case of 3 Doz. .... \$16  
TRE AND PALATABLE.  
Sole Agents  
H. PRICE & CO.,  
12, Queen's Road.

14,084 號肆十期零千五百零第 日次拾月肆年玖十二期光 HONGKONG, FRIDAY, MAY 15TH, 1903 伍肆零 號五拾月五年零百九壹英一千零五十五號 PRICE, \$3 PER MONTH

# Hongkong Daily Press.

ESTABLISHED 1857.

MARTELL'S  
BRANDIES HAVE A WORLD-  
WIDE REPUTATION.  
Per Doz.  
... \$20  
... \$1  
V.S.O.P. .... \$1  
V.V.S.O.P. .... \$3  
Sole Agents  
H. PRICE & CO.,  
12, Queen's Road.

TWO TABLE SPOONFULS OF  
WATSON'S  
HOUSEHOLD  
AMMONIA  
ADDED TO THE BATH GIVE A  
SPLendid TONE TO THE SYSTEM.

S. WATSON & CO.  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED 1841.

CUTLER, PALMER  
& CO.'S  
\$11.75 PER DOZEN.

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

6.30 a.m. to 5.00 p.m. ... Every 10 minutes.

6.30 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.45 p.m. ... Every 10 minutes.

SUNDAYS.

6.30 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 9.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days

SATURDAYS.

Extra cars at 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st October, 1902.

[a1033]

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.

In Casks of 375 lbs at \$1.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.00 per bag ex Factory.

SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 14th May, 1903.

[a3281]

NOTICE.

It is proposed to hold a MEETING of

PROPERTY OWNERS in the SANI-  
TARY BOARD ROOM, on MONDAY,

12th MAY, at 3 P.M. for the purpose of

considering Sections 46 and 134 of Ordinance

1903.

By Order,

G. A. WOODCOCK,

Secretary.

Military Board Office,

Hongkong, 8th May, 1903.

[a388]

NOTICE.

Occidental HOTEL.

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

Bath to each room.

Dining-room and Cuisine under strict

supervision.

European and American Wines, Spirits, and

Liquors.

POOL AND BILLIARDS.

English, American and Manila Newspapers on

file.

Terms: \$4 to \$7.00 per day; \$35 to \$120 per

month.

JAS. D. M. CAMERON,

Manager.

Hongkong, 6th May, 1903.

[a351]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL

in Macao. Beautifully situated in Praya

Grande next to Government House.

Telegraphic Address, "INTERNACIONAL."

Apply to

THE MANAGER.

Hongkong, 4th October, 1902.

[a1032]



BENTALL LLOYD & CO.'S  
CHOICE PALE  
CHAMPAGNE CIDER.  
ESPECIALLY PREPARED FOR EXPORTATION TO HOT AND  
TROPICAL CLIMATES.

Telephone No. 73.

It is Hygienic.—As a daily beverage it aids digestion, relieves rheumatism and gout and it is a preventive to typhoid fever and anti-choleric.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 2nd May, 1903. [a355]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brandy are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, \$25 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT  
\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

DOURO PORT, \$15.75 PER DOZ.

A fine, full, and fruity wine.

IMPERIAL BRANDY, \$12.50 PER CASE.

Very soft, palatable, and mature.

AMOROSO SHERRY, \$22 PER DOZ.

LA TORRE SHERRY, \$18.50 PER DOZ.

BENEDICTINE LIQUEUR—D.O.M., \$43.75 PER DOZ. QUARTS.

Very soft, palatable, and mature.

\$45.50 PER 2 DOZ. PINTS.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

[a45]

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTERS.

NEW SUMMER GOODS JUST RECEIVED.

LINCOLN & BENNETT'S STRAW HATS

GENUINE PANAMA HATS.

ELWOOD'S CELEBRATED SUN HATS,

RAINFOATS, UMBRELLAS,

WATERPROOFS,

SHIRTS, UNDERWEAR,

SOCKS, TIES, COLLARS.

[a34]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

[a47]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

The Thin Red Line of Heroes, by S. Butler ... \$1.75

The Pearl Maiden, by Rider Haggard ... 1.75

Since the Beginning, by Hugh Clifford ... 1.75

A Bridge of Glass, by P. W. Robinson ... 1.75

The Air Ship, by J. S. Fletcher ... 1.75

The Interiguers, by Thomas Cobb ... 1.75

Outside and Over Seas, by G. Makgill ... 1.75

Philip's Handy Atlas ... 2.10

Lady Turbin, by Hermann ... 0.45

Ready in a few days—Lady Turbin, by Hermann ... 0.45

Marriage, by Rev. E. J. Hardy ... 0.50

The Tiger's Awakening, by F. G. Lunge ... 1.75

Cassell's New Enlarged French Dictionary ... 6.50

Pear's Cyclopedias ... 1.00

A. B. C. Code, 5th Edition ... 19.50

Valdes Portuguese Dictionary, 2 Vols ... 14.50

Know Your Own Ship ... 6.50

The Art of Living—The Gentlewoman Library ... 4.50

The Doubting of Joseph Breton, by Hodder ... 1.75

[a33]

NEW STOCK JUST LANDED.

EGYPTIAN CIGARETTES, \$2.00 and

\$2.50 per 100.

[a33]

FIRST-CLASS OUTFITTERS.

## INTIMATION

A. S. WATSON & CO.  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

Per doz. Per bot.

B. SUPERIOR PALE DRY.	
Dinner Wine, Green Seal	
Capsule .....	\$12.00 \$1.00
C. MANZANILLA, PALE NATURAL SHERRY,	
White Capsule .....	13.50 1.20
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal	
Capsule .....	16.00 1.40
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00 1.50
E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled),	
Black Seal Capsule .....	27.00 2.25
B, C, & CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine vintage.	
GUARANTEED SUPERIOR XERES WINES.	

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres:	Per doz. Per bot.
LIGHT DRY .....	\$10.50 \$1.40
SOLERA .....	24.00 2.00
VERY PALE DRY .....	24.00 2.00
FULL GOLDEN .....	27.00 2.25
PALE DRY NUTTY .....	30.00 2.50
FINE OLD BROWN .....	40.00 3.50
MADEIRA.	Per doz. Per bot.
GOOD .....	\$16.50 1.40
FINE .....	27.00 2.25

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

(31)

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns should be addressed to The Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, and the letter, but a evidence of good faith, letters for publication should be written on one side of the paper only.  
No unsigned or signed communications that have not been signed in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.  
Telegraphic Address: Press, Codes: A.R.C. 5th Ed.  
Licker's  
P.O. Box, 33. Telephone No. 12.

## The Daily Press.

HONGKONG OFFICE: 14, DE VIEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th May, 1903.

FROM the statement made by the Post-Master-General in the House of Commons, and summarised in REUTER's message of the 12th inst., it is obvious that the British Government do not intend to neglect opportunities for the more rapid transport of the mails to the Far East. Mr. AUSTIN CHAMBERLAIN announced that if the Trans-Siberian Railway offered a speedier regular mail service he would be obliged to utilise it, and stated that he was in communication with the authorities with a view to the establishment of a service to Peking and the Far East. As yet, however, no agreement had been reached. In saying that he would be obliged to utilise such a service, Mr. AUSTIN CHAMBERLAIN no doubt intended to convey that personally he would prefer to use a British line, but that if the Siberian Railway can carry His MAJESTY's mails as securely and more expeditiously than the Peninsular and Oriental S.N. Co. can transport them in their steamers he will feel compelled to send them by the best of the competing routes. Naturally it is not palatable to have to go past the historic Company which has for so many decades well and faithfully performed this important work. Moreover, it is very desirable that, if possible, a British Company should carry the British mails over a British route to the most Easterly British Colony of Hongkong. And before sacrificing all the advantages gained by such transport, it would be well, we think, to weigh impartially all the pros and cons, and see whether an accelerated steamship service that would compete with the Trans-Siberian route is not possible. So far as India is concerned a railway overland, *sia Persia*, is of course practicable.

and will no doubt eventually be constructed, but it must be many years before Burma is connected with China by railway, and in any case it seems impossible that any route to the Far East can compete in point of time with the Siberian Railway. But before adopting the latter as a mail route it will surely be advisable to wait and see how it is worked and whether it will run unfailingly throughout the winter, or whether it is likely to be snowed up occasionally the traffic impeded or blocked by the severity of the cold. There is no reason to doubt that the Russian Government will do their utmost to make this line a success commercially and financially as well as strategically, but it must also be remembered that Muscovite undertakings of the kind are too apt to lapse into casual ways and the officials in charge are very prone to forget the sanctity of the time-table. We may be sure, however, that the British Government will not decide upon any change from the existing arrangement for carrying the Eastern mails in a hurry or without giving due consideration to the certainty and regularity of their delivery. The necessity for the early delivery of correspondence has been largely discounted by the increased use of the telegraph; and the numerous opportunities now afforded to despatch letters by the different mails and routes have also assisted to reduce the importance formerly attached to the early receipt of the English mail. So much is this the case that the arrival of HIS MAJESTY's mail is no longer anxiously looked for as in former years; its delivery hardly causes a flutter in the office or the home, for it is one among many, and most of the news it brings has been already anticipated. It is probable also that, with the progress of telegraphy, this means of communication will be rendered much less costly, and that the mail letters will more and more become mere confirmation of the week's telegrams.

A FEW weeks ago the Shanghai Chamber of Commerce unanimously passed a resolution expressing the opinion that the Treaty Powers should urge the Chinese Government to take the necessary steps to provide for an uniform national coinage as a first step towards establishing the currency of China on a gold basis at as early a date as practicable. Some attempt is actually to be made by China in this direction, for Prince CHING has by Imperial Edict been instructed, in conjunction with the Board of Revenue, to establish an imperial mint in Peking to provide a uniform coinage for the Empire. We prefer not to hazard any prediction as to when China will actually be in possession of this uniform currency, but it is satisfactory to note that steps are being taken to give effect to the undertaking given in Article II of Sir J. L. MACKAY's Treaty, and if the representatives of the Treaty Powers in Peking are at all desirous of acting upon the Shanghai resolution their task will not be a difficult one; for the Chinese Government, we may take it, is already convinced of the desirability as well as the feasibility of this important reform. We learn from the native papers that Prince CHING has requested the various Viceroy and Governors to furnish reports on the dollar currency wherever it is used, and to suggest what should be the definite and uniform exchange values between silver dollars and copper coins. An uniform currency for China is one thing, however, and a stable currency is another, but in the interests of China the one must follow the other, and the sooner the better. Many of the arguments which we have in the past been accustomed to hear against a gold currency for China have been exploded by the experiences of India, and there is nothing in the experience of India to justify pessimism or doubt as to the beneficial effect likely to accrue to China from the adoption of a gold standard.

The Hon. Treasurer of the Alice Memorial and Netherton Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals—W. E. VAN Eps, \$25.

Ho Yau, of no particular occupation, was found guilty at the Magistracy yesterday of stealing \$132.77 from the house of friends master where he had been staying for some weeks, and was sentenced to three months' hard labour.

A special general meeting of shareholders and subscribers has been summoned in connection with the election of six lay representatives of the St. John's Cathedral congregation to the proposed new Colonial Church Council. The meeting will be held in St. Paul's College to-day at 5 p.m.

Twenty-four cases of plague were notified during the twenty-four hours ended at noon yesterday, all but one (an Indian) being Chinese cases. Nine cases were "found," two of them being found on buoys at the man-of-war anchorage. Two cases of plague we observe, were notified from the Central Police Station.

The final between Ireland and Scotland will be played on the Polo ground to-morrow.

The UNION (Shanghai) says that Captain Bayly of H.M.S. "Talbot" has invented a floating disappearing target for sailors.

The Japanese firm of Ushigami & Co. of Peking is stated to have lost \$300,000 by embezzlement on the part of three Japanese.

Mr. R. J. Gross, of the American Locomotive Company, is in the East "making a thorough study of the locomotive requirements of Asiatic countries."

A Chinaman was sentenced to three years' hard labour in the British Court at Bangkok for forging a cheque on the Hongkong and Shanghai Bank. He had received a cheque for 11 ticals and falsely altered it to 1,100 ticals.

It is announced that the Great Northern (U.S.) Railroad has perfected a distinct Asiatic Freight Department, of which Vice-President J. W. Blalon will be chief in addition to his other general manager's duties, and Mr. P. B. Biddleman is active assistant.

Every cargo, says the *American Asiatic*, now shows canned salmon moving to the Orient. A year ago such movement was unknown. Salmon is selling now in the Orient as California canned fruits sold in Europe when they began to be exhibited there.

Quoting from the Philippine Commission Report the observation that "there rests upon this Government and upon the American Government the duty of teaching the Filipino labourers the independence and dignity of labour under a free government," an American commercial journal says: "The physiological change in the Asiatic will be awaited with interest by the scientific student and the anti-imperialist. Both are intensely curious."

By permission of Major Radcliff and Officers, the band of the 33rd Burma Infantry will play the following programme of music in the King Edward Hotel this evening during dinner from 7.30 to 9.30:—

March..... "The Rifle Regiment," .....

Sous. Ouverture..... "Hungary," .....

Rossini Selection..... "The Gioiosa," .....

Dance..... "Hungarian," .....

Brahms Selection..... "The Belle of New York," .....

Value..... "Folks," .....

Romance..... "Ecouter le vent," .....

Funk..... "God Save the King."

The Chinakang correspondent of the *Shanghai Mercury* says:—A matter of some importance has just come to my notice, for it is understood that certain "shares" in the China Merchants' S. N. Co. impressing, say, dollars thirty thousand, have been handed over to a foreign merchant as security for a "loan," or advances made in the interest of a Chinese official and ex-official undertaking in the interior, and it follows that these shares are beyond the reach of the Chinese Government in their desire to assume control of the C.M.S.N. Co.

## THE GOLF FINAL.

The final tie in the Golf Championship competition, between Mr. C. E. H. Beavis and Mr. W. W. Clark, will be played this afternoon at Happy Valley. Members of the Golf Club will be at home from 4 o'clock, and cordially invite the ladies of the Colony to be present. It was originally intended that the final should be played off on Wednesday last; the heavy rain prevented this. In spite of the torrential downpour, however, the competitors started the match and played six or seven holes, but as the greens were awash in a manner that made putting next to an impossibility the game was stopped.

## ASSAULTING AN EXCISE OFFICER

"The devil's awa wi' the exciseman," Burns wrote, and many a Chinaman cut here would not feel particularly safe if his satanic majesty were to bolt with every one of the officials who safeguard the interests of the opium farmer. A party of six officers under P. C. Calliper went to execute an opium warrant at an unnumbered house in Tai Hang village on Wednesday night, and one of them was furiously attacked by a male inmate who objected to having his plans for future enjoyment spoiled by any one. He was taken in hand by P. C. Calliper and with another man removed to the station. At the Magistracy yesterday fines were imposed of \$15 for the assault and \$15 each for the beneficial effect likely to accrue to China from the adoption of a gold standard.

THE COMMISSION OF H.M.S.  
"OCEAN."

Next Wednesday the ship's company who have served on H.M.S. "Ocean" since she went into commission more than three years ago are due to sail for home on the *Spartiate* and *Europe* which brought out the reliefs. It was on 20th February, 1900, that the "Ocean" was commissioned by Captain A. G. Curzon Howe, C.B., C.M.G., A.D.C., and on 13th March the ship sailed for the Mediterranean to join the Fleet under Vice-Admiral Sir John Fisher, K.C.B. She remained at that station until the beginning of the following year, sailing for the Far East on 2nd February from Valparaíso. It may be noted that before the "Ocean" entered the Suez Canal on route her draught had to be lessened by unloading to an extent of 200 tons, and this the ship paid for the passage through each over £2,000. Hongkong was reached on 11th March, after a trip of 37 days. On arrival here the ship's company were allowed five weeks in which to settle down on their new station before being despatched north. Since then the "Ocean" has been back and forward cruising about the China coast and Japan. The crew commission take her over in spick-and-span condition, for she has just undergone a complete refit lasting over five months.

Twenty-four cases of plague were notified during the twenty-four hours ended at noon yesterday, all but one (an Indian) being Chinese cases. Nine cases were "found," two of them being found on buoys at the man-of-war anchorage. Two cases of plague we observe, were notified from the Central Police Station.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE UNITED STATES.

## LONDON, 12th May.

President Roosevelt, speaking at Watsonville,

California, said that during the present century, the Pacific, where America already holds a commanding position, must pass under American influence; this would involve a great burden and responsibility, but that was the price of greatness which only a raven nation would object to paying.

## COMMUNICATION WITH THE FAR EAST.

## LONDON, 12th May.

Mr. Austen Chamberlain, in the House of Commons, said that if the Siberian Railway offered a special regular service (for the mail) he would be obliged to utilise it, and that he was in communication with the authorities with a view to the transmission of a service to Peking and the Far East. As yet no agreement had been reached.

## THE KING'S VISIT TO SCOTLAND.

## LONDON, 12th May.

The King and Queen have made a state entry into Edinburgh. Troops and immense crowds lined nine miles of the route from Dalkeith to Holyrood, where Their Majesties held a Court.

## THE NEAR EAST.

## LONDON, 12th May.

The Embassies have called the attention of the Porte to the situation at Monastir where intense bitterness against the Bulgarians prevails. The Ambassadors urge measures to prevent massacres.

## KWANGSI FAMINE FUND.

The Hon. Treasurer acknowledges with thanks the following subscriptions:—

H.E. Sir Henry A. Blake, G.C.M.G. \$200.00

Lady Blake .....

Sir John Keane, Bart. ....

Anonymous .....

Mrs. Schmidt .....

Chun Shun Lee .....

N. Haasgård .....

Rhenish Mission .....

Rev. E. H. Hardy, C. E. ....

Hon. Gershon Stewart, N.C.O. ....

Native Officers, N.C.O. ....

Men, 14th Bombay Infantry .....

A Friend (pension of sale) .....

David Sassoon & Co., Ltd. ....

E. D. Sassoon & Co. ....

Siemens & Co. ....

Melchers & Co. ....

Arnold Körberg & Co. ....

Carlswich & Co. ....

Hon. Robert Shaw .....

Chater & Mofy .....

Meyer & Co. ....

Wm. Meyerik & Co. ....

Ho Tung .....

Jebsen & Co. ....

Hamburg-Amerika Linie, Hongkong Office .....

Mitsui Fusins Kaisla .....

Reuter, Brodman & Co. ....

S. J. David & Co. ....

Ahmed Ramjhan .....

A. H. Chiney .....

Victor H. Deacon .....

C. A. Toncs .....

Ho Family, Cunoz. ....

Hii Kii, Canton .....

Girls of C.M.S.

## CHINESE TREATY REVISION.

## THE AMERICAN PROPOSALS.

The *Times* correspondent at Shanghai sent to the London journal last month the following observations on the above subject:—

The American revised treaty of 16 articles now under negotiation omits the original clauses with reference to the indemnity and the Customs service mentioned in my message of September 17. The treaty generally follows the lines of that negotiated by Sir James Mackay, but important modifications are noticeable with reference to the treatment of the question of the abolition of *taikin*. The United States Government stipulates for the entire abolition of *taikin* and of all native Customs houses on waterways and land routes, and also of salt and opium stations; the abolition to be compensated for by the imposition of a surtax equivalent to the amount of the import duty. The treaty limits the total taxation of exports to 7½ per cent.; it does not touch the questions of Excise and consumption tax, which are regarded as matters within the discretion of the Chinese Government, and it exempts native machine-made goods from all export duties. The article practically represents the policy originally advocated by Sir J. Mackay, and afterwards, unfortunately, modified; it is unlikely that the Chinese will accept the proposed 5 per cent. surtax, inasmuch as the British treaty offers more for the partial abolition of the barrier system.

Article 12 requires China to open to foreign trade Peking, Mukden, and Ta-ku-shan. The last-named port, which is near the mouth of the Ya-ku River, comes within the scope of Article 5 of the supplementary Port Arthur Convention of May, 1892, in which it is stated that coast ports and neutral ground adjacent to the leased territory shall not be opened to the trade of other Powers. The Chinese are anxious to learn whether the United States Government is unaware of the terms of the convention, or whether it is prepared to dispute the validity of an agreement which denies the most-favoured-nation treatment and rights within Chinese territory.

## REVIEWS.

*The Intriguers.* By THOMAS COHN. London: George Bell & Sons.

Mr. COHN has earned some celebrity as a writer of fiction by his *The Head of the Household*; in this later book there is matter that should serve to enhance it. *The Intriguers* is not a strong work in the sense in which the term is applied to novels; it is composed of light material of a not altogether unconventional kind; but the plot, handled with skill approaching the consummate, compels attention, while the character sketches are admirable. A hand-some aristocrat with *roue* tendencies, a dull but honest soldier, and a pretty girl, these, along with the other women, make up the circle of the chief characters in the novel. To the end the ultimate issue is obscured in a manner calculated to hold the reader's attention until he has turned the last page.

*The Triumph of Count Ostermann.* By GRAHAM HOPE. London: George Bell & Sons. Set in the stirring and treacherous times of Peter the Great of Russia, this novel by Mr. Hope is a capital reflex of the period of which it treats: replete with life and incident, full of interest and, historically, a book to be considered as one of much value. In these days it is mostly to the Muscovites that Count Ostermann is a memory. Peoples outside the realms of the Tsar have lost sight of him in the refuge of that greater orb of which he was a satellite. But he was a man who filled a large place in the task of laying the foundations of the Empire as it stands to-day. Like many another Russian statesman who worked for the love of country, he ended his career in Siberia; in his book Mr. Hope presents us to post of the famous personages who belonged to the semi-barbarous but brilliant Court of Peter. The tale he tells is highly entrancing, woven with the skill of a practised story-teller. Indeed, *The Triumph of Count Ostermann* is a book to make one sit up for the night to read it to a finish and then to sigh that it were no longer.

*Helen Adair.* By LOUIS BECKE. London: George Bell & Sons. The talented author of *By Reef and Palm* and other novels that have already been offered to the public has made an interesting addition to Australian literature in *Helen Adair*. Dealing with the period when the Colonies were the dumping-ground for convicts and political prisoners exiled from England, the story throws side-lights innumerable on the system adopted to keep straying feet in the narrow path of rectitude. Of that system, which punished with terrible severity and did little to redeem, it is unnecessary at this date to speak; it rid society at home of its undesirables, and so it may be assumed the main object was effected. The characters in *Helen Adair* are humanly drawn and under the skilful treatment of the author their various workings become an enjoyable study. The book deals with an escape from one of the penal settlements by the heroine, Helen Adair, and her father and cousin, to be near whom their banishment for political offences. Helen deliberately passes some pieces of bad money and brings upon herself the punishment that has fallen on them. Many difficulties have to be overcome before freedom is won, but they succeed at last through the devotion of a friend who, as an enquirer seeking the descendants of a man whose offspring he knows to be in another part of the world altogether, manages to obtain access to the settlements where the exiles are confined. Such is the bare outline of a story which is more than usually deserving of the reader's attention.

## MARCONIGRAMS.

## THE INVENTOR'S REPLY TO HIS CRITICS.

At the annual meeting of the shareholders of Marconi's Wireless Telegraph Company, Limited, held in London last month, Colonel Sir Charles Evan-Smith, who presided, said the Company had accepted the offer of the Admiralty providing for a further extension of the use of the Marconi apparatus by His Majesty's fleet, where it was already in operation on thirty-two ships, and when the installation was completed he would venture to say that the British fleet in regard to wireless communication would be superior to any other fleet in the world. (Cheers.) For the first year in the history of the Company, the income had exceeded the expenditure.

Mr. Marconi, who was cordially received by the shareholders, reminded them that public messages were sent for the first time across the Atlantic on Dec. 21. Since then hundreds of messages had passed, and at present the Company were supplying to the *Times* messages from America at press rates identical with those fixed in the agreement with the Canadian Government. Certain extensions of the plant of the trans-Atlantic stations were necessary before they could carry out commercial work on a large scale, but now that they had come to an understanding with the British Post Office as to the attitude he believed it would adopt towards the enterprise, those additions to the plant would be pushed forward with all possible speed.

It had been said by interested parties that excessive secrecy was being observed as to the working and the results obtained at the Company's shore stations. If the contention was that he ought to admit to study the working of these stations a number of so-called exports, who, while holding a brief for those who had an interest in opposing wireless telegraphy, appeared to be unacquainted with even the rudiments of his system, then he had no hesitation in stating that he was determined to adhere to his present policy. (Hear, hear.) At the same time he was glad to declare openly that he had no objection whatever to show the working of trans-Atlantic wireless telegraphy to men of science or engineers whose eminence was undoubted, and who had been able to consider the problems involved with an unbiased mind. Lord Kelvin, Professor Fleming, and, he hoped, Lord Rayleigh, were shortly going to witness the operations of long-distance wireless telegraphy, as well as a repetition of the non-interference tests already reported on by Professor Fleming.

The progress of the development of wireless telegraphy had been and continued to be exceedingly rapid, and already it had surmounted a large number of objections which had been brought against it, and of the difficulties, real or imaginary, with which it had been opposed. He would be the last person to say that there did not remain, a field for vast improvements, or that there were not yet difficulties to be overcome; but since so many had already been faced, and in due course demolished, he was confident that it would not now be long before the most important of these difficulties which remained would likewise be conquered, and that wireless telegraphy was on its way to the rapid attainment of such importance and utility to civilisation as perhaps only very few could as yet foresee or realise. (Cheers.)

The report having been adopted and the retiring members of the board re-elected, an extraordinary meeting was held, at which a resolution was passed increasing the capital of the Company to £300,000 by the creation of 100,000 further shares of £1.

## GUBERNATORIAL COMMENDATION.

About a week ago three housebreakers were surprised whilst robbing a pawnshop in Cross Street, Wan-chai. The man who first gave the alarm saw the skylight over the pawnshop open and a few peering down, and he gave information of the fact to the accountant of the shop. The latter ran out into the street to summon help and was lucky in meeting Chinese constable No. 310, whom he surprised of what was going on. Never dreaming of danger, the housebreakers meanwhile were employing their time and opportunity to the best advantage, and with a long bamboo pole, at the end of which was an improvised metal hook, were pulling up through the skylight everything within reach. Finally satisfied with their haul, they prepared to clear out. Two descended to the cookhouse from which access had been gained to the roof of the pawnshop, and there they were found by the lookout when he entered the place. The third man was hanging by his hands from the skylight of the cookhouse ready to drop down, but when the Chinese constable appeared on the scene he tried to scramble back again out on the roof. The lookout caught him by the legs and dragged him down beside the other two, and holding the trio by their queues in the manner of a coastman driving a three-in-hand, he marched them off to No. 2 Police Station, Wan-chai, whence they were transferred to the Magistracy and subsequently dealt with. The conduct of the lookout was brought to the notice of H. E. the Governor, who, we understand, has commended him for his prompt action and smart capture.

## WEATHER REPORT.

The report from the Hongkong Observatory issued yesterday says:—

The barometer has fallen much over SE Japan owing to the depression which is moving Eastwards off the S. coast of Japan.

Pressure has increased on the China coast, and gradients are slight for NE. winds in the Formosa Channel and for SE. winds over the N. part of the China Sea.

Forecast—NE. winds, light or moderate, showery.

## BRITISH TRADE WITH CHINA.

Mr. W. Holland, late H.M.'s Consul at Swallow, has addressed a letter to the Manchester Papers, advocating what he recently proposed to a meeting of the London Chamber of Commerce. He points out that we are losing our percentage of trade.

"The competition we have to reckon with being active and formidable, the question arises: What can be done to revive our commercial energies and bring British goods over more to the front? I am convinced that the answer to this query is: Lighten the mutual darkness that exists. The British merchant and manufacturer know next to nothing of what the Chinese want, and millions of Chinese know nothing of what the British manufacturer can produce. The day is long past when the manufacturer, on being told, for instance, that the Chinese want cotton piece-goods of a narrow width, could afford to reply with supercilious haughtiness, 'We do not make such goods; let them take what we send or go without.' Our rivals take the trouble to find out just what the Chinese want and to make an article accordingly."

With reference to "lightening the mutual darkness" Mr. Holland suggests starting small exhibitions of British goods of all sorts in certain of the busy ports of China.

"A scheme of this kind need not interfere with any other work on the part of the commercial interests in China, and it will be evident that there is room for any amount of additions to our commercial experiments in the country. I have recommended one exhibition to be opened in Western China. By this I mean some busy town in the rich and populous province of Szechuan, which does not produce its own cotton, but grows opium, which is a very valuable commodity, and the profit on which enables the well-to-do Szechuanese to buy all kinds of foreign goods which they have a chance of selling and admiring. But chief among such goods stands cotton in every shape, the Chinese being essentially a cotton-wearing nation.

In the North of China, where the cold of winter is intense, the natives have taken to flannels and other woolen clothing. But in the West, where the winter is nothing to speak of, the native, if he feels cold, simply piles on more cotton garments or quilted clothes.

Consequently, whether in the shape of raw cotton, cotton yarn, or cotton piece-goods, cotton of some kind flows into Western China in a steadily increasing volume, and chiefly interested in this trade are of course Manchester and other towns similarly engaged in the piece-goods business.

The Szechuanese, being, as I have

said, well-to-do, would also buy sundries of all kinds, which it would be the business of the exhibition to bring to their notice.

If it be argued that there is no money to spare for such a scheme, I reply that it ought to be obtained before we find ourselves left hopelessly in the background by our rivals. If the Chambers of Commerce cannot afford it—which surely is not possible—then the Government should assist them by a grant.

The country spends a large sum of money annually on the upkeep of the consular service and the men-of-war required to guard the interests of our traders, but what is the use of this expenditure if our trade—the *chine qua se* of our existence as a nation—is gradually going to fall away, as it is too surely doing? In the five years up to 1901 we lost 6 per cent. of our trade in China, and, bearing in mind the rapid activity of the Americans and the officially supported energy of the Germans and the Japanese, it needs no special stretch of imagination to realise that unless some exceptional measures are taken to revive our failing commercial energies the time is not so far off when our consular service and our men-of-war will have very few interests to guard.

Those who have our trade interests honestly at heart know that my picture, gloomy as it is, is not overdrawn, and that our existence as the foremost trading nation of the world was never in such danger as it is just now."

Dr. Morrison, the *Times* correspondent at Peking, says of this port:—

"A Chinese Patriot" writes to a London daily commenting on the attitude of the Powers towards China and the alleged anti-foreign feeling of his countrymen. He would like to ask whether there is not reason why this anti-foreign feeling should exist, and answers yes.

"The first reason, I think, is the injudicious and inconsistent action of the European missionaries in China. What would the English people say if Chinese Buddhist missionaries were to come to England and endeavour to propagate their religion in the high-handed manner adopted by Christian missionaries in China, interfering with the magistrates and police, when converts were concerned, and threatening the vengeance of China if their demands were not acceded to? The second reason is the anti-Chinese feeling so prevalent in Europe, America, and the European Colonies as evidenced by their attitude towards Chinese labour, and their treatment of the Chinese generally. The third reason is the policy of "grab" (one can call it nothing else) followed by the European Powers with respect to Chinese territory. A fourth reason may be found in the behaviour of the Allied troops at the relief of the Legations during the late troubles in China. These troops, by their looting of private houses and ill-treatment and killing of innocent people, showed that they were not so civilised as they boast to be, and that the word 'barbarians,' which they so contemptuously applied to the Chinese, was far more applicable to themselves. In conclusion, I would say that if the European nations were to treat China with the courtesy and consideration due from one civilised country to another—to treat her, in fact, as they treat one another—there would be no anti-foreign feeling in China. The Chinese know that they have much to learn from Western civilisation—but just as, perhaps, the European nations may find that they have something to learn from Eastern civilisation—just as, they would only be too ready to treat European nations half-way if they were approached in a proper spirit."

## DALNY.

In the April *Scrubber* Mr. Clarence Cary gives a very laudatory account of the growth and prospects of "Dalny, a Flat-City." This is accompanied by many excellently reproduced photographs, which aid very materially in giving an impression of what Dalny now is and what it may become. As at Tsingtao, the multitudinous poorer classes of the indigenous folk are not to be seen among the foreign residents as they have elsewhere been improvidently suffered to do, being, instead, held conveniently aloof from the main city by an intervening park, a precaution the manifold advantages of which Mr. Cary points out, will be readily appreciated by those who know the unpleasant and detriment *grouillement* of the British Colony of Hongkong and of the Foreign Concessions of Shanghai. But we may remember that this was the original intention at these places. If Dalny is a huge success like those places Chinese would surely be the highest purchasers. Will they be allowed to buy? As to prospects Mr. Cary thinks that a large trade must speedily accrue to the port by reason of the presence there of the railway, and indeed, that the principal trans-Pacific steamer lines of all nations will ultimately make Dalny their most important Far Eastern port of call, whatever they may intermediate continue to do with Yokohama and Nagasaki, and whatever may be their existing affiliations with Shanghai or Hongkong.

"Although Port Arthur, which is only some 40 miles away, may fairly bristle with guns, or swarm with capable Cossacks, there is not to be the slightest suggestion of military safeguard present or contemplated at Dalny. Just here, the astute Russians are borrowing a leaf from the experience of Shanghai, which, under like conditions, has been able to summon the fleets and troops of the outside great Powers to her aid in time of stress, and this too without thereby encountering an unpleasant expense-account. *Per contra*, the nearby German creation of Tsingtao, on Kiao-chau Bay, lies open to inspection as an object lesson, and is an example of what the Danes have prudently sought to avoid. Here a proposed commercial town, though admirably constructed and possessing the necessary deep-water access to docks (and even a railway back to good coal, with likewise a possible future freight connection), is found check-by-jowl with a military stronghold where it must forever stand or fall, or be perturbed according to the fate of its adjacent fortifications; its trade development meanwhile suffering the blight of *militeriorum* in the usually lightly buttoned form.

"Dalny thus on the one hand advantages, and on the other, would seem fairly equipped to enter on a career of safe and unimpeded development. What are her present or prospective rivals for the commercial supremacy of the future along the China coast? Of these, the great entrepôts of Hongkong and Shanghai, now, of course, stand far and away in the front, with the nearer neighbours Tientsin and Newchwang well up in present importance; but each and all of these are handicapped by a heavy charge of lightening, transports, not to speak of crowded or insufficient "bunds" or water-fronts. Hongkong enjoys no railway, while Tientsin and Newchwang must encounter closed seasons of ice. Ching-wan-tu will probably have both handy railway facilities and ice-free conditions, and therefore offers promise, although, as yet, rather a potentially than a factor in the race."

"Mr. Cary seems to think that Americans will profit most from Dalny. "Our British cousins, lacking our own independent position and our a greenly marked prospects hereabouts, with us before their eyes the certain bogey scenes above referred to, may fume over Russia's triumphant progress, or our own erstwhile *prolific*, the Japanese, continue (for other reasons, but with equal facility) to kick against the pricks"; but what have we or the United States of America to do in either of their *guises*!—*L. & C. Express.*

Dr. Morrison, the *Times* correspondent at Peking, says of this port:—

"A Chinese Patriot" writes to a London daily commenting on the attitude of the Powers towards China and the alleged anti-foreign feeling of his countrymen. He would like to ask whether there is not reason why this anti-foreign feeling should exist, and answers yes.

"The first reason, I think, is the injudicious and inconsistent action of the European missionaries in China. What would the English people say if Chinese Buddhist

missionaries were to come to England and endeavour to propagate their religion in the high-handed manner adopted by Christian missionaries in China, interfering with the magistrates and police, when converts were concerned, and threatening the vengeance of China if their demands were not acceded to? The second reason is the anti-Chinese feeling so prevalent in Europe, America, and the European Colonies as evidenced by their attitude towards Chinese labour, and their treatment of the Chinese generally. The third reason is the policy of "grab" (one can call it nothing else) followed by the European Powers with respect to Chinese territory. A fourth reason may be found in the behaviour of the Allied troops at the relief of the Legations during the late troubles in China. These troops, by their looting of private houses and ill-treatment and killing of innocent people, showed that they were not so civilised as they boast to be, and that the word 'barbarians,' which they so contemptuously applied to the Chinese, was far more applicable to themselves. In conclusion, I would say that if the European nations were to treat China with the courtesy and consideration due from one civilised country to another—to treat her, in fact, as they treat one another—there would be no anti-foreign feeling in China. The Chinese know that they have much to learn from Western civilisation—but just as, perhaps, the European nations may find that they have something to learn from Eastern civilisation—just as, they would only be too ready to treat European nations half-way if they were approached in a proper spirit."

Nowhere in the English handbook is Dalny spoken of as a free port. A free port in Russia would be a phenomenon greater than the Parliament's representation of the Powers and manhood suffrage. Dalny will be a free port till the occupation of Manchuria is effective. Vladivostock was a free port till Jan. 1, 1901, when such crushing duties were imposed that the port has been practically ruined in two years. Even so powerful a corporation as the American Trading Company are closing their agency.

When the company is complete Dalny will become the same as any other port in Russia.

## PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,  
17A, QUEEN'S ROAD, HONGKONG.

[38]

## A WORD TO THOSE WHO ROW.

The following extract is from an article in the *New York World*, by Mr. A. T. Turkev.

Whether you intend to "try for the crew" or not (he writes) rowing will be of great assistance to you.

To lads who live within reach of a body of water a boat is of course the best means of acquiring prowess along this line. To the luckless boy who is condemned to live in a large city or in a part of the country where there is no boating, the rowing machine forms an excellent substitute.

Most large gymnasiums have at least one rowing machine. Or, if such a gymnasium is not accessible, several boys can club together and buy or hire a machine.

Whether practising rowing in a machine or in a boat, remember to keep the shoulders squared, the back straight, the whole body from becoming awkward or lopsided.

Don't slouch or lop, nor permit the back to hump over, or the shoulders to become rounded.

Pull each stroke with back and legs as well as with the arms.

Avoid jerkiness or slowness in the stroke. Row steadily and swiftly, making the body a machine whose every part works in perfect combination with the rest.

In rowing as in running, keep the lips closed and breathe through the nose, taking long, regular, deep breaths. Lay out a course (if in a boat), and sprint the last part of the distance.

Diet is another all-important item in the training of the athlete. When you take up such a career abandon all thoughts of pastry, fried or fatty foods; tobacco, liquor in all forms, and hot broths. This leaves you a large variety of diet, and even if you fail to win athletic renown your whole system will be the better for such self-denial.



TO LET  
WNS TO LET  
T. spacious Two-story  
storied Godowns. Suitable  
for storage.

HONG LAND INVEST.  
& AGENCY CO., LTD.  
March, 1903.

TO LET.

REAT MOUNT KELIM  
MORETON TERRACE  
being the Pole Ground  
TERACE  
at BOWLINGTON (PARA  
GHTON HILL ROAD.

HONG LAND INVEST.  
& AGENCY CO., LTD.  
January, 1903.

TO LET.

LE ROAD.

1. SEYMOUR ROAD,  
No. 49, PEEL STREET.  
32A, PRAYA EAST.

DURE'S DEPARTMENT,  
Nippon Yen Keisha,  
April, 1903.

TO LET.

Y and Commodities, No. 3,  
BUILDING, 3rd FLOOR  
ON THE PREMISES,  
March, 1903.

TO BE LET.

the BUNGALOW  
June next.  
Particulars apply to  
TURNER & CO.,  
May, 1903.

TO LET.

AGDALEN TERRACE,  
se, MAGALEIN GAP.

ISH PROCURATION,  
January, 1903.

TO LET.

US NEW GODOWNS,  
for Dry Goods.

W. LYSAUGHT,  
153, Wan Chai Road,  
April, 1903.

NOTICE

of HIS MAJESTY'S  
of the PEACE will be  
ISTRAGY, at 3:15 p.m.  
the 19th day of MAY, 1903,  
considering the following:

RMASI RUTONJEE  
is Publican's license to sell  
liquors on the premises  
No. 44, Wan Chai Road,  
THE OCCIDENTAL  
AMESD. HAZELAND,  
F. A. HAZELAND,  
Police Magistrate.

May, 1903.

ION WANTED.

I, thoroughly acquainted  
with, experienced, excellent  
to better his situation  
ports.

Z. 10,  
are of Daily Press Office,  
ay, 1903.

OTICE.

ENERAL CHAMBER  
OMMERCE.

GENERAL MEETING  
ERS OF THE HONGKONG  
MBER OF COMMERCE  
ESDAY, the 19th MAY,  
THE CHAMBER ROOM  
lowing purposes:

Report and Accounts for  
Sist December, 1902,  
proposed "New Rules and  
other business in accord-  
terms of By-Law V.  
Order.

A. R. LOWE,  
Secretary.

IY, 1903.

IC MAUSER  
TOLS.

NE 7.63 mm.  
for 10 CARTRIDGES  
OTS 5.2 SECONDS.  
SLEMMEN & CO.  
ber, 1900.

EL & CLARKE,  
ENGINEERS AND  
UILDERS.  
ND CONTRACTORS  
TIX ATTENDED TO.

ARMICHAN, HONGKONG,  
dition

Code.

HONE 252  
arch, 1903.

CTICE.

ICE COMPANY  
upply ICE at Curred

BRADLEY & CO.  
Agents.

SH. WATER

NG STEAM WATER  
is prepared to supply  
PULLE, FRIED  
ing both for Deck and

W. NEW  
Marine  
and  
tional

Though the cost of  
making finest toilet soaps  
has nearly doubled, the retail  
price, ingredients, and superior  
quality of Vinolia Soap  
remain unchanged. For the  
complexion.

1347-2

W. M. POWELL, LTD.,

DRESSMAKERS, DRAPERS, AND GENTLEMEN'S  
OUTFITTERS,  
28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN  
SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS  
IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE.  
SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,  
RAINCOATS, ETC.

44] NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—

JARDINE, MATHESON & CO.

325

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED  
VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEATEST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and  
handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSH & CO.

MANUFACTURED BY

THE AMERICAN TOBACCO CO.  
BRANCH  
BRITISH-AMERICAN TOBACCO  
COMPANY, LIMITED.

143

JAPAN COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE—1, SHIBUYA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Siam, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chinchupu, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Momi, Wakamatsu, Karatsu, Nagasaki, Kuchinoerabu, Sasebo, Maldon, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" A.B.C. and A.I. Codes.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mine, Tagawa, Yamano and Ida Coal Mines; and Sole Agents for Hokoku, Hondo, Kanada, Fujinotana, Mameita, Mannoura, Onoura Otsuji, Sasebo, Tsubakuro, Yoshinotani, Yoshiro, Yumokibara, and other Coal.

N. INUZUKA, Manager, Hongkong.

GARCA & CO., Importers and Exporters  
of Foreign and Colonial POSTAGE  
STAMPS, 53 Peel Street, Hongkong, have  
just received for sale at their stall at Hongkong  
Hotel Corridor a large variety of nice Pictorial  
Post Card Albums; Pictorial Post Cards;  
Panoramas of Hongkong, Macao, Canton, Chinese  
Costumes, Views, &c., &c., in Phototype  
and Coloured Colotype. Assortment of Postage  
Stamps, Album Leaves, Hinges, Tweezers and  
other Philatelic goods. Prices to suit all  
Customers. Correspondents wanted. Foreign  
orders promptly attended to. Cash with order  
or 1st class reference.

CHEONG SHING.  
GENERAL EXPORTERS.

DEALERS IN  
JEWELLERY, DIAMONDS, PEARLS,  
PRECIOUS STONES, SILKS, IVORY,  
WARES, EMBROIDERIES AND  
CHINESE CURIOS.

Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. GAFFY & CO.)  
Hongkong, 16th February, 1903.

SCIENTIFIC MISCELLANY.

GUNS MADE NOISELESS—CANADA'S DIAMOND  
MINES—CARE NEEDED IN ATHLETICS—  
MONEY IN SHOE—A FAITHFUL SERVANT—  
SILK COLOURED BY FOOD—STRETCHED PLANTS—  
ARCTIC OCEANS DIVIDED—LUMINOUS  
FOG—FIREPROOF COSTUME.

A device for suppressing sound and smoke  
has been provided for the ordinary rifle by a  
French soldier. It consists essentially of a  
steel tube about 30 inches long, with several  
partitions having orifices slightly larger than  
the bore of the gun, and this tube is attached  
in front of the muzzle by a bayonet clasp whenever  
its use is desired. On firing the gun, the  
gases are retarded by each partition in turn,  
finally escaping without sound or smoke. With  
a knife at the end, the auxiliary tube can be  
made to serve as a bayonet.

From seven diamonds—weighing from two to  
twenty-one carats—that have been picked up  
in Wisconsin and adjoining States, Prof. Wm.  
H. Hobbs traces the diamond fields of North  
America to the volcanic region of the Canadian  
wilderness, south of Hudson Bay. The only  
known matrix of the diamond is the black  
shale—or "blow ground"—around the necks of  
burned-out volcanoes. The loose stones found  
seem to have been transported by glaciers, and  
on following up the probable course of these  
ancient ice rivers the lines converge in the  
barren territory stated.

Excessive muscular development is pro-  
nounced by an experienced physician to be not  
only unnecessary but positively dangerous. On  
coming athletic training, which every person  
must do sooner or later, the system adapts itself  
very slowly to new conditions, and digestive  
and liver troubles are very liable to follow.  
The great lungs, not needed in sedentary work,  
degenerate, often leading to consumption.

The late surveys of the English coast show a  
loss of land of 40,000 acres since 1867, although  
in some places as at New Romney, the soil  
ground has been pushed out two miles or more  
into the sea.

To put smoke to profitable use has been the  
aim of Tobincky, the Belgian engineer. In  
his process the smoke is forced by a fan into a  
filtering tower charged with coke or other  
porous absorbent, sprinkled with naphtha or  
alcohol, and the soot is retained by the coke,  
while the filtered gases, mixed with vapour from  
the naphtha or alcohol, are collected in a  
gasometer, to be fed to Welshback burners,  
stoves or gas engines. This gasometer mixture,  
which has been named pyrogas, burns with a  
bright flame and an entire absence of smoke.  
The value of pyrogas even makes it profitable  
to burn fuel of low grade for its  
smoke alone, and it is computed that plants  
of small cost will enable cities to derive a  
material income from the conversion of their garbage  
into purified smoke for light and power. Large  
factories and small establishments in Belgium  
are making experiments both in saving and in  
producing smoke for its combustible gas.

One of the earliest steam engines ever built  
is still the main source of power in some rolling  
mills at Birmingham. It was set up in 1767,  
and the original wooden beam has lately been  
replaced by an iron one after 135 years of  
continuous service. Aside from this iron beam  
and a cylinder that was put in new in 1802,  
the engine is the same as at first, even to the  
connecting-rod. For its special purpose  
the old engine has been pronounced more  
economical than many modern engines, and  
it is likely to do duty many years more.

The silkworm secretes silk in two glands of  
coiled tubes, which have a single orifice, from  
which the honey-like thread issues and is  
hardened as it reaches the air. Though usually  
colourless, silk is sometimes yellow or greenish.  
Various theories of the colour have been offered,  
but it is due to the green of the food  
appears from a late experiment in which both  
silkworms and silk took on the red and blue of  
artificially-dyed mulberry leaves.

Recent British experience is claimed to show  
that propeller blades of circular shape have a  
much more powerful grip of the water than  
those of oval form.

By his method of feeding through the stems  
instead of the roots, S. A. Mokobezki, the  
Russian entomologist, believes that trees and  
plants can be cured of disease and greatly  
stimulated in growth. His special apparatus  
is intended to introduce salts of iron—either  
solid or in solution—into apple and pear trees  
and he has used it for applying chemical treatment  
to 800 fruit trees on the southern shore of  
the Crimea. The weak and diseased condition  
of the trees was remedied, while an unusual  
development followed. An important new field

of research has been opened up, and the possible effects  
of varied dietary, administered to different  
plants in this way, remain to be shown.

At all theory is that the earth is slowly  
drying through chemical combination of the  
water with the crust. A French geographer,  
M. Martel, has been investigating numerous  
cavities and drying valleys, and has convinced  
himself that a more rapid absorption is taking  
place and that our water supply is being  
swallowed up at an appreciable rate by the  
fissures and cavities of rocks and soil. He  
urges a more thorough study, with a view of  
learning absorption if possible.

The milky sea, as it is known, to mariners,  
is not yet fully understood. It seems to be  
most common in the tropical waters of the  
Indian Ocean, and is described as weird,  
ghastly and awe-inspiring, and as giving the  
observer on shipboard the sensation of passing  
through a sort of luminous fog in which sea  
and sky seem to join and all sense of distance  
is lost. The phenomenon is probably due to  
some form of phosphorescence.

The fireproof suit of a French-Canadian  
inventor consists of a smock of asbestos, with  
gloves, cap and boots of the same material. The  
asbestos smock is fitted with a kind of respirator  
that enables the wearer to breathe without  
inhaling dangerous vapours. In this costume  
a man has remained in a burning building,  
performing the work of a fireman, without  
injury or serious discomfort.

It is remarkable how greatly our estimate  
of ourselves and our qualities differs from that  
of us by others. If the things were practicable,  
many folks would realize heavily  
by selling themselves at their own  
value (if they could find customers), and  
afterwards buying themselves back on the basis  
of other people's notion of their worth. The  
more numerous and the harder the blows aimed  
at our self-conceit in the days of our youth, the  
better for us. They pulverise, as it were, the  
worse part of our nature, and nothing survives  
the process but what deserves to endure. "And  
what are you?" asked a Lord Chief Justice of  
England of a witness who had just given some  
rambling and discreditable evidence. "I employ  
myself as a surgeon," said the witness. "But  
does anybody else employ you as a surgeon?" asked  
the judge. "Are you a surgeon?" asked the judge.

It is remarkable how greatly our estimate  
of ourselves and our qualities differs from that  
of us by others. If the things were practicable,  
many folks would realize heavily  
by selling themselves at their own  
value (if they could find customers), and  
afterwards buying themselves back on the basis  
of other people's notion of their worth. The  
more numerous and the harder the blows aimed  
at our self-conceit in the days of our youth, the  
better for us. They pulverise, as it were, the  
worse part of our nature, and nothing survives  
the process but what deserves to endure. "And  
what are you?" asked a Lord Chief Justice of  
England of a witness who had just given some  
rambling and discreditable evidence. "I employ  
myself as a surgeon," said the witness. "But  
does anybody else employ you as a surgeon?" asked  
the judge. "Are you a surgeon?" asked the judge.

A MANY-SIDED WORK  
AND ITS  
NEVER FAILING USEFULNESS.

Why the "ENCYCLOPEDIA BRITANNICA" is  
indispensable to even the most intellectual men.  
THE TENTH EDITION—35 VOLS.  
Including the Supplement, offered by "The Times" in  
China at the London Prices.

With the exception of the Bible, no book has ever enjoyed so widespread a sale as the  
"ENCYCLOPEDIA BRITANNICA." It has been purchased by the English-speaking peoples all  
over the world. The Marquis of Salisbury's name is on the list of the "Times" subscribers;  
is that of Lord Roberts, of Rudyard Kipling, of Herbert Spencer. And it is a noteworthy  
fact that among the subscribers are many of the men who helped to make the Encyclopedia the  
greatest work of reference; for example Lord Kelvin, who writes the treatise on "Heat,"  
Prof. E. Ray Lankester, who contributes the paper on Zoology, Mrs. Humphrey Ward, who  
writes on "Lyli," Lieut.-General Sir Richard Strachey who writes on "The Himalayas," Sir  
Frederick Abel, who writes on "Gun-Cotton and Nitro-Glycerine," and many more.

The many-sided, the all embracing character of the work, its never failing response in the  
eager pursuit after the forgotten fact or the truth of which may remain only a hazy  
remembrance—in other words its indispensable usefulness—that is the reason it has appealed to  
so wide a circle of people, even to the most intellectual men. It is a practical book; one that a  
busy worker who thinks while he works will find it necessary to consult often. Its many-  
sidedness will be apparent from the following imperfect classification of contents.

THE ENCYCLOPEDIA IS:  
A Hand Book of World History, ancient and modern; Sir W. Turner on Anatomy, Prof. Chishol

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of my Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf *etc.*, together with the number denoting the section.

1. From Green Island to the Harbour Master.  
2. From Harbour Master to the Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

INATION	VEHICLE'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.						
LONDON	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 23rd inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst.
LONDON	MALACCA	Brit. str.	2 m.	A. F. Street	P. & O. S. N. Co.	On 29th inst. at Noon.
LIVERPOOL VIA GENOA	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL VIA GENOA	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	HYSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th June.
MARSEILLES, LONDON, & ANTWERP V. SPORE, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. McMullan	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	CALEDONIAN	Fryer str.	2 m.		MESSAGERIES MARITIMES	On 19th inst. at 8 A.M.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	KANAGAWA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd June.
MARSEILLES, LONDON & ANTWERP	ANTENOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th July.
BREMEN, VIA PORTS OF CALL.	ZIETEN	Ger. str.	2 m.	B. Wilhelm	MELCHERS & CO.	On 27th inst. at Noon.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Forek	HAMBURG-AMERIKA LINIE	On 2nd June.
HAVRE & HAMBURG	STRASBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 16th June.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 30th June.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Jaburz	HAMBURG-AMERIKA LINIE	On 14th July.
HAVRE & HAMBURG	BADENIA	Aus. str.	2 m.	v. Bünzer	HAMBURG-AMERIKA LINIE	On 29th July.
HAVRE & HAMBURG	CHINA	Brit. str.	2 m.	Ror'ea	HAMBURG-AMERIKA LINIE	On 11th August.
PEMBROKE, ENGLAND	BERNHOR	Brit. str.	2 m.	Moore	SANDER, WIELER & CO.	On 19th inst. p.m.
PEMBROKE, ENGLAND	PEWAM	Brit. str.	2 m.	Wallace	GIBB, LIVINGSTON & CO.	On 3rd June.
PEMBROKE, ENGLAND	DODWELL & CO. LTD.		2 m.		SHewan, TOME & CO.	On 18th inst.
PEMBROKE, ENGLAND	STANDARD OIL CO.		2 m.		DODWELL & CO. LTD.	About 25th inst.
PEMBROKE, ENGLAND	ANHOLD, KARBERG & CO.		2 m.		STANDARD OIL CO.	On or about 25th inst.
PEMBROKE, ENGLAND	HAMBURG-AMERIKA LINIE		2 m.		ANHOLD, KARBERG & CO.	On 23rd inst.
PEMBROKE, ENGLAND	CANADIAN PACIFIC R. CO.		2 m.		HAMBURG-AMERIKA LINIE	On 31st inst.
PEMBROKE, ENGLAND	CANADIAN PACIFIC R. CO.		2 m.		CANADIAN PACIFIC R. CO.	On 27th inst.
PEMBROKE, ENGLAND	NIPPON YUSEN KAISHA		2 m.		NIPPON YUSEN KAISHA	On 3rd June, at Noon.
PEMBROKE, ENGLAND	DODWELL & CO. LTD.		2 m.		NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
PEMBROKE, ENGLAND	NIPPON YUSEN KAISHA		2 m.		NIPPON YUSEN KAISHA	On 23rd inst.
PEMBROKE, ENGLAND	TELEMACHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd June, at 4 P.M.
PEMBROKE, ENGLAND	INDRAPIRA	Brit. str.	2 m.		POETLAND & ASIATIC S. S. CO.	On 22nd inst.
PEMBROKE, ENGLAND	KASUGA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst. at 4 P.M.
PEMBROKE, ENGLAND	TSINAN	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 3rd June, at Noon.
PEMBROKE, ENGLAND	EMPIRE	Brit. str.	2 m.		SANDER, WIELER & CO.	On 18th inst. p.m.
PEMBROKE, ENGLAND	MORAVIA	Aus. str.	2 m.		DODWELL & CO. LTD.	On or about 20th inst.
PEMBROKE, ENGLAND	CANTON	Brit. str.	2 m.		DODWELL & CO. LTD.	On or about 18th inst.
PEMBROKE, ENGLAND	NANKIN	Brit. str.	2 m.		DODWELL & CO. LTD.	On 21st inst. at Noon.
PEMBROKE, ENGLAND	LOTHIAN	Brit. str.	2 m.		DODWELL & CO. LTD.	On 21st inst. at Daylight.
PEMBROKE, ENGLAND	BINGO MARU	Jap. str.	2 m.		DODWELL & CO. LTD.	On 24th inst. at Noon.
PEMBROKE, ENGLAND	IZUZU MARU	Jap. str.	2 m.		DODWELL & CO. LTD.	On 20th inst. at Noon.
PEMBROKE, ENGLAND	SAVOIA	Ger. str.	2 m.		DODWELL & CO. LTD.	On 26th inst. at Noon.
PEMBROKE, ENGLAND	KUMANO MARU	Jap. str.	2 m.		DODWELL & CO. LTD.	On 20th inst. at Noon.
PEMBROKE, ENGLAND	FOOCHOW	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
PEMBROKE, ENGLAND	YUNNAN	Frob. str.	2 m.		BUTTERFIELD & SWIRE	Tomorrow.
PEMBROKE, ENGLAND	OCURANIN		2 m.		MESSAGERIES MARITIMES	On or about 16th inst.
PEMBROKE, ENGLAND	CHUSAN	Brit. str.	2 m.		P. & O. S. N. CO.	About 23rd inst.
PEMBROKE, ENGLAND	DAIJIN MARU	Jap. str.	1 m.		P. & O. S. N. CO.	On 24th inst.
PEMBROKE, ENGLAND	MAIDZURO MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSEN KAISHA	To-morrow.
PEMBROKE, ENGLAND	ANPING MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	On 29th inst.
PEMBROKE, ENGLAND	FORMOSA	Brit. str.	2 m.	I. Goto	OSAKA SHOSEN KAISHA	To-morrow, at 5 P.M.
PEMBROKE, ENGLAND	KWEIYANG	Brit. str.	2 m.	Evans	DOUGLAS LAPEAUX & CO.	On 18th inst. p.m.
PEMBROKE, ENGLAND	ROSETTA MARU	Jap. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 18th inst.
PEMBROKE, ENGLAND	ZAFIRO	Brit. str.	2 m.	R. Rodger	TOYO KISEN KAISHA	Te-day, at 11 A.M.
PEMBROKE, ENGLAND	SUNGKIAN	Brit. str.	2 m.		SHewan, TOME & CO.	To-morrow, at 10 A.M.
PEMBROKE, ENGLAND	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
PEMBROKE, ENGLAND	RUBI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
PEMBROKE, ENGLAND	HANYANG	Brit. str.	2 m.	R. W. Almond	DAVID SASSON & CO. LTD.	On 25th inst. at 10 A.M.
PEMBROKE, ENGLAND	LIGHTNING	Brit. str.	2 m.		DODWELL & CO. LTD.	On 18th inst.
PEMBROKE, ENGLAND	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 20th inst. at Noon.

## SHIPPING.

ARRIVALS.  
May 13, AMIGO, German str., 771, T. Hansen, Chefoo and Tsinan 8th May, general, Jersey & Co.  
May 15, VICTORIA, American str., 2,112, J. Paxton, Tacoma 17th April, General, DODWELL & CO. LTD.  
May 14, ANPING, Chinese str., 1,173, Richards, Shanghai 9th May and Swatow 18th, General, CHINER.  
May 14, DORIS, Norwegian str., 965, Jacobson, Chinkiang 9th May, Rice, ——.  
May 14, HAIJAN, French str., 377, L. Anderson, Pakhoi 11th and Hoihow 15th May, Pigs and General, A. R. MARTY.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
14th May.  
ARNOLD LUYKEN, German str., for Swatow, Bombari Maru, Japanese str., for Kobe, Carl Diederichsen, German str., for Hoihow, Changsha, British str., for Amoy, Daphne, German str., for Amoy, Huiyan, British str., for Swatow, Hoihoo, French str., for Hoihow, Kensi, British str., for Shanghai, Laihong, British str., for Singapore, Loksang, British str., for Shanghai, Loonpoong, British str., for Manila, Shansh, British str., for Canton, Thea, German str., for Canton, Toffenham, British str., for Weihaiwei.

## DEPARTURES.

14th May.  
ARNOLD LUYKEN, German str., for Swatow, BOMHAY MARU, Japanese str., for Kobe, CARL DIEDERICHSEN, Ger. str., for Hoihow, DAPHNE, German str., for Amoy, HAIYAN, British str., for Swatow, KANSEI, British str., for Shanghai, LAIHONG, British str., for Calcutta, LOKSANG, British str., for Shanghai, LOONPOONG, British str., for Manila, SHANSI, British str., for Canton, THUA, German str., for Canton, TOTTENHAM, British str., for Weihaiwei.

## VESSELS IN DOCK.

13th May.  
AIRDREED Docks.—KOWLOON DOCKS.—Montane, H.I.G.M.S. Jauyu, Canton River, San Joaquin, U.S.S. Monterey, Tayabas, Hainan, H.I.G.M.S. Luchs, Pura, C. G. Kao.

## SHIPPING REPORT.

The Chinese steamer *Amiping*, from Shanghai via Swatow 9th May, had fine, dry weather with S.E. and S. winds and slight easterly swell to Swatow; from thence to port strong breeze, overcast and hazy.

## VESSELS PASSED ANJER.

April 19, Dutch str., Soerabaja, de Boer, from Rotterdam for Batavia.

## April 21, British str., Sanktia, from London for Batavia.

## April 22, Dutch str., Salak, Sharp, April 22, from Batavia for Rotterdam.

## April 27, Dutch str., Ardoenoe, de Boer, from Rotterdam for Batavia.

## April 28, British str., Batupes, from the East.

## April 29, Dutch str., Koning Willem II, Bakker, April 29, from Batavia for Amsterdam.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS IN CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH ASIA, in connection with the INDO-CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

## DODWELL &amp; CO., LIMITED.

General Agents for China and Japan. Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE, FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.—THE Company's Steamship.

"OCEANIEN."

Captain Guigues, will be despatched for the above port or on about SATURDAY, the 16th inst., ins. end of as previously notified.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 13th May, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.—THE Company's Steamship.

"MORAVIA."

Captain Gillhuber, will leave for the above places on MONDAY, the 18th inst., p.m.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 11th May, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS-POSTE, FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BOEDOEUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

Hongkong, 14th May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ.

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.**  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 18th May.
GLASGOW and LIVERPOOL	"PELUS"	On 1st June.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL VIA GENOA	"AGAMEMNON"	On 16th May.
LONDON	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 4th June.
LIVERPOOL VIA GENOA	"HYSON"	On 12th June.
MARSEILLE, LONDON and ANTWERP	"ALCINOUS"	On 23rd June.
MARSEILLE, LONDON and ANTWERP	"ANTENOR"	On 7th July.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA SEATTLE TACOMA, and all PACIFIC COAST POINTS VIA	"TELEMACHUS"	On 17th June.
NAGASAKI KOBE YOKOHAMA		
The S.S. "ALCINOUS" left Singapore on the 9th inst., and is due here on the 14th inst., p.m.		
The S.S. "AGAMEMNON" left Shanghai on the 12th inst., and is due here on the 15th inst.		
The S.S. "ANTENOR" left Singapore on the 13th inst., a.m., and is due here on the 18th inst.		

For Freight, apply to

## BUTTERFIELD &amp; SWIRE, AGENTS.

[10.12]

Hongkong, 14th May, 1903.

**CHINA NAVIGATION CO. LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOGHOU"	On 15th May.
SHANGHAI	"YUNNAN"	On 16th May.
CEBU and HOILOO	"KWEIYANG"	On 18th May.
SAMARANG and SORABAYA	"HANYANG"	On 18th May.
MANILA	"SUNGKING"	On 20th May.
MANILA	"TSINAN"	On 22nd May.

THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Univalized Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE, AGENTS.

[11]

Hongkong, 14th May, 1903.

**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct.	Sat. 16th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct.	Sat. 23rd May, 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

## SHEWAN, TOME &amp; CO., GENERAL MANAGERS.

[17]

Hongkong, 11th May, 1903.

**NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.**

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, BC, AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
VICTORIA	J. Panton	3502	May 23rd
SHAWMUT	W. M. Smith	9,606	May 30th
OLYMPIA	J. Trebridge	2,837	June 24th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

## DODWELL &amp; COMPANY, LIMITED, GENERAL AGENTS.

## AMERICAN AND ORIENTAL TRANSPORT LINE.

## STEAM FOR NEW YORK VIA SUEZ CANAL.

## THE Company's Steamship "HEATHFORD" will be despatched on or about 25th May.

For Freight, apply to ARTHUR KARBERG &amp; CO. General Eastern Agents for China.

Hongkong, 30th April, 1903. [13.8]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor

the OFFICERS or the CARGO of the following Vessels during their stay in Hongkong Harbour—

CHITTONFORD, British 4-m. barque, Atkinson,

—Standard Oil Co.

DELBWAL, Swindon barque, A. P. Larson.

Jardine, Matheson &amp; Co.

KENTMERE, British 4-m. barque, T. T. Finch.

—Standard Oil Co.

FOR KURE, NAMAKA AND VLADIVOSTOK.  
(Calling at GENOA.)

THE Steamship

"SAVOIA"

Captain Dehai will be despatched for the above

ports on SUNDAY, the 24th inst., at DAY-

LIGHT.

The Steamer has superior accommodation for

First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th May, 1903. [14.0]

REGULAR STEAMSHIP SERVICE TO

NEW YORK VIA PORTS AND SUEZ

CANALS.

(With liberty to call at Philippine Ports).

PROPOSED SAILING FROM HONGKONG.

THE Steamship

"HUDSON"

will be despatched for the above ports on or

about the 25th instant.

For Freight further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department,

Hongkong, 14th May, 1903. [14.18]

HONGKONG-MACAO LINE.

SR. "WING CHAI"

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to

Macao at 8 A.M., from Macao to Hong-

kong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant),

33s; return ticket, 3s.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central

Market; at Macao, C. M. S. N. Company's

Wharf.

For Freight, &amp;c., apply to

SAM. WANG &amp; CO., LTD.

81, Queen's Road Central.

Hongkong, 29th April, 1903. [14.19]

PUBLIC COMPANY

THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL

MEETING of SHAREHOLDERS

of the above Company will be held at the

COMPANY'S OFFICE, No. 2, Connaught

Row, a. Nook, on WEDNESDAY, the 26th

MAY, for the purpose of receiving the Report

of the Directors, with a Statement of Accounts

to 30th April, 1903.

The TRANSFER BOOKS of the Company

will be CLOSED from the 15th to the 20th

MAY, both days inclusive.

R. J. MACGOWAN,

Acting Secretary.

Hongkong, 9th May, 1903. [14.35]

NOTICES OF FIRMS

NOTICE.

DURING my absence from the Colony,

M. A. K. ARJULLI is authorized to

## POST OFFICE NOTICES.

The Orient, with the French Mail of the 17th April, left Saigon on Wednesday, the 15th inst., at 3 p.m., and may be expected here on or about Saturday, the 18th inst. This Packet brings replies to letters despatched from Hongkong on the 14th March.

## MAILS WILL CLOSE.

FOR	PER	DATE
Kowloon	Friday, 15th, 9.00 A.M.	
Hongkong	Friday, 15th, 9.30 A.M.	
Hankow	Friday, 15th, 10.45 A.M.	
Beira, Mozambique	Friday, 15th, 12.15 P.M.	
Heuzenrode	Friday, 15th, 3.00 P.M.	
Perak	Friday, 15th, 4.00 P.M.	
Wakato, Man.	Friday, 15th, 5.00 P.M.	
Kinshasa	Friday, 15th, 5.00 P.M.	
Zafiro	Saturday, 16th, 9.00 A.M.	
Yunnan	Saturday, 16th, 4.00 P.M.	
Portuguese	Saturday, 16th, 4.50 P.M.	
Madura, M.	Saturday, 16th, 11.00 A.M.	
Kwangtung	Sunday, 17th, 4.00 P.M.	
Hanyang	Sunday, 18th, 4.00 P.M.	

Europe, &amp;c., India via Tuti Corin

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, U.S.A.  
Strait, Colombo and Benboway  
Nagasaki, Kobe and Yokohama  
Singapore, Penang and Calcutta  
Thursday Island, Brisbane, Sydney & Melbourne  
Manila

TO-DAY.  
Special General Meeting of Seafolders and Subscribers, St. John's Cathedral, 5 p.m.  
TO-MORROW.  
Regular Meeting of Pervorance Lodge, Freemasons' Hall, 8.30 for 9 p.m.  
Concert, Theatre Royal, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

14th May.

ON LONDON.—	Telegraphic Transfer	1.81
	Bank Bills, on demand	1.81
	Bank Bills, at 30 days' sight	1.81
	Bank Bills, at 4 months' sight	1.81
	Credits, at 4 months' sight	1.81
	Documentary Bills, 4 months' sight	1.81
ON PARIS.—		211
	Bank Bills, on demand	215
	Credits, at 4 months' sight	215
ON GENEVA.—		172
	On demand	172
ON NEW YORK.—		41
	Bank Bills, on demand	41
	Credits, 60 days' sight	41
ON BOMBAY.—	Telegraphic Transfer	125
	Bank, on demand	126
ON CALCUTTA.—	Telegraphic Transfer	127
	Bank, on demand	126
ON SHANGHAI.—		74
	Bank, at sight	74
	Private, 30 days' sight	72
ON YOKOHAMA.—		52
	On demand	52
ON MANILA.—		Par
	On demand	Par
ON SINGAPORE.—		101
	On demand	101
ON HAIKONG.—		3 p.m.
	On demand	3 p.m.
ON SAIGON.—		24 p.m.
	On demand	24 p.m.
ON BANGKOK.—		61
	Credit	61
	5. V. BURGESS, Bank's Buying Rate	\$11.75
	GOLD LEAF, 100 fine, per tael	\$11.75
	£ SILVER, per oz.	24

## OPTUM.

11th May.

Quotations are:— Allowance net to 1 cent.
Malta New, \$300 to \$579 per picul
Malta Old, \$130 to \$140
Malta Old, to —
Malta V. Old, \$10 to \$1080
Persian fine quality, \$80 to —
Persian extra fine, — to —
Pata New, \$1.05 to — per cwt.
Pata Old, to —
Banaras New, \$96 to —
Banaras Old, to —

## VESSELS EXPECTED.

## THE FRENCH MAIL.

The M.M. steamer *Oceanus* left Saigon on the 13th inst., at 3 p.m., for this port, and is expected here to-morrow.

## THE GERMAN MAIL.

The Imperial German mail steamer *Stuttgart* left Colombo on the 12th inst., a.m., and is expected here on the 19th inst.

## THE INDIAN MAIL.

The Indo-China steamer *Karawang* left Calcutta for this port via the Straits on the 5th inst., and may be expected here on the 22nd inst.

## THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on the 5th inst., p.m., for Hongkong via the usual ports of call.

## THE AMERICAN MAIL.

The T.K.M. steamer *Hongkong Mart*, from San Francisco to the 22nd ult., via Honolulu, left Yokohama for this port on the 12th inst., a.m., via Inland Sea.

## MERCHANT STEAMERS.

The P. & A. steamer *Indrapura* left Moji for this port on the 10th inst., and may be expected here to-day.

The O.S.S. steamer *Agamenon* left Shanghai on the 13th inst., a.m., and is due here to-day.

The "Shire" Line steamer *Redsopshire* left Singapore on the 9th inst., a.m., and is due here to-morrow.

The A.L. steamer *China* left Moji for this port on the 11th inst.

The "Glen" Line steamer *Glenorchy* left Singapore on the 13th inst., a.m., and is due here on the 18th inst.

The H.A.L. steamer *Dragon*, from Hamburg, left Singapore for this port on the 10th inst., a.m., and may be expected here on the 16th inst., a.m.

The C.P.R. steamer *Athenian* arrived at Nagasaki at 7 a.m. on the 13th inst., and left Nagasaki at 7 a.m. on the same day for Shanghai, where she was due to arrive at 3 a.m. to-day.

The O.S.S. steamer *Antenor* left Singapore on the 13th inst., a.m., and is due here on the 18th inst.

## HONGKONG TIDE TABLE.

From 15th to the 21st May.			
HIGH WATER.			
Day	Hongkong Mean Time	Height	Hongkong Mean Time
May 15	10.12	1.1	10.12
16	10.22	1.1	10.22
17	10.32	1.1	10.32
18	10.42	1.1	10.42
19	11.20	1.1	11.20
20	11.30	1.1	11.30
21	11.40	1.1	11.40
22	12.18	1.1	12.18
23	12.28	1.1	12.28
24	12.38	1.1	12.38
25	13.16	1.1	13.16
26	13.26	1.1	13.26
27	13.36	1.1	13.36
28	14.14	1.1	14.14
29	14.24	1.1	14.24
30	14.34	1.1	14.34
31	15.12	1.1	15.12
1	15.22	1.1	15.22
2	15.32	1.1	15.32
3	16.10	1.1	16.10
4	16.20	1.1	16.20
5	16.30	1.1	16.30
6	17.08	1.1	17.08
7	17.18	1.1	17.18
8	17.28	1.1	17.28
9	18.06	1.1	18.06
10	18.16	1.1	18.16
11	18.26	1.1	18.26
12	19.04	1.1	19.04
13	19.14	1.1	19.14
14	19.24	1.1	19.24
15	19.34	1.1	19.34
16	20.12	1.1	20.12
17	20.22	1.1	20.22
18	20.32	1.1	20.32
19	21.10	1.1	21.10
20	21.20	1.1	21.20
21	21.30	1.1	21.30
22	22.08	1.1	22.08
23	22.18	1.1	22.18
24	22.28	1.1	22.28
25	23.06	1.1	23.06
26	23.16	1.1	23.16
27	23.26	1.1	23.26
28	24.04	1.1	24.04
29	24.14	1.1	24.14
30	24.24	1.1	24.24
31	25.02	1.1	25.02
1	25.12	1.1	25.12
2	25.22	1.1	25.22
3	25.32	1.1	25.32
4	26.10	1.1	26.10
5	26.20	1.1	26.20
6	26.30	1.1	26.30
7	27.08	1.1	27.08
8	27.18	1.1	27.18
9	27.28	1.1	27.28
10	28.06	1.1	28.06
11	28.16	1.1	28.16
12	28.26	1.1	28.26
13	29.04	1.1	29.04
14	29.14	1.1	29.14
15	29.24	1.1	29.24
16	30.02	1.1	30.02
17	30.12	1.1	30.12
18	30.22	1.1	30.22
19	30.32	1.1	30.32
20	31.10	1.1	31.10
21	31.20	1.1	31.20
22	31.30	1.1	31.30
23	32.08	1.1	32.08
24	32.18	1.1	32.18
25	32.28	1.1	32.28
26	33.06	1.1	33.06
27	33.16	1.1	33.16
28	33.26	1.1	33.26
29	34.04	1.1	34.04
30	34.14	1.1	34.14
31	34.24	1.1	3